

HEADER INSTALLATION INSTRUCTIONS
Part # D625 Automatic Transmission Only
Part # D625S Manual Transmission Only
APPLICATION:
66-69 FAIRLANE, RANCHERO, COMET, TORINO, 390-428

NOTE: WILL NOT FIT WITH OIL COOLER.

NOTE: Will only fit 16 bolt F.E. cylinder heads with the top four exhaust bolt holes in line. Header will not seal properly on heads with the end upper bolts lower than the center bolts.

NOTE: Short Oil Filter like Fram PH16 or equivalent is required.



This product is Legal for use on 1974 Non-Catalyst equipped vehicles and is considered a "Replacement Part" per California Air Resources Board regulations, as long as ALL emissions sensitive components are retained, Including EGR, A.I.R., Heat Risers etc. Failure to retain any of these components , or use on 1975 or newer Catalyst equipped vehicles, would render this product Illegal for Street or Off Highway use and may only be used for Closed Course Competition.

PerTronix® thanks you for choosing **DOUG'S HEADERS**, the best fitting, highest quality header on the market. In order to realize the full potential of our good fit, please read and understand these instructions completely prior to starting work.

CHECK TO MAKE SURE YOU RECEIVED THE PROPER PARTS FOR YOUR APPLICATION. THE HEADER NUMBER WILL BE STAMPED ON THE ENGINE FLANGE. IF YOU ARE UNSURE YOU HAVE RECEIVED THE PROPER PARTS CALL BEFORE YOU START WORK.

BE SURE TO WORK SAFE! WHENEVER YOU WORK UNDER THE VEHICLE BE SURE THAT IT IS LOCATED ON LEVEL, SOLID GROUND AND IS SUPPORTED BY ADEQUATE SAFETY STANDS!
REMEMBER: HOT ASPHALT WILL NOT SUPPORT MOST JACK STANDS!

Many factors affect the installation of headers, some of which are broken or aftermarket motor mounts, accidents that impact the configuration of the frame, and/or the installation of different engines or aftermarket cylinder heads. Most installations require some welding. If you are uncomfortable with welding operations, we recommend that you contact a professional exhaust system specialist to install your new headers.

Attention Customers breaking in new engines: Due to the extreme heat generated during the break-in process, the appearance of the ceramic coating may be altered in certain areas. The protection characteristics and thermal barrier properties of the coating is never compromised. It is recommended that a cast iron manifold or old set of headers be used for this process.

Notice: The coating of these headers can be marred or scratched during installation. If the header needs to be returned and is damaged, you will be charged for recoat.

DISASSEMBLY

1. Disconnect the negative battery cable from the battery.
2. If a car lift is not available, raise the vehicle 2 feet or higher and support it with adequate safety stands. Make sure the vehicle is on a flat solid surface and is stable.
3. Apply penetrating oil to all nuts and bolts to be removed.
4. Remove the stock exhaust manifolds and headpipes. Slide the headpipes out of the way so the headers will fit.
5. Clean the head surface of any carbon deposits or other foreign material.
6. Remove the clutch linkage and bracket from the frame. If the car is an automatic, the cross linkage for the column shift must be removed.
7. Remove the oil filter, oil filter mount, and dipstick tube.
8. Unbolt the power steering ram from the bracket on the frame. Remove the bracket from the frame and discard.
9. Unbolt the power steering pump from the head and set aside

ASSEMBLY

10. Place a jack under the oil pan with a board in between to spread the load.
11. With the jack and board against the oil pan, remove the motor mount nut and raise the engine about 2 inches.
12. Install the driver's side header first. This header features removable tubes. The header flange is not cut at the factory all the way through to prevent damage in shipping. Using a hack saw or cut off wheel, cut through the remainder of the flange. Starting from below, work the front section of the header up into place. Work the rear section up and start the slip tubes into the front section.
13. Slip the gasket in between the flange and the head and start all bolts.
14. Lower the engine and replace the motor mount nut.
15. Reinstall the power steering pump, oil filter mount, new short oil filter, clutch or automatic linkage, and dipstick tube.
16. It may be necessary to bend the power steering lines to clear the front section of the header.
Note: Power steering hoses should be routed between the oil filter and oil pan. Hoses should be secured together.
17. Tighten all bolts evenly (most restricted first).
18. Drop the idler arm from the frame and remove the starter motor.
19. Jack the engine up about 2 inches. Be sure the board is still between the pan and jack
20. Work the passenger header up through the chassis into approximate position.
21. Lower the engine and replace the motor mount nut.
22. Install the starter with the starter cable in place but loose on the starter.
23. Slip the gasket between the flange and the head and start all the bolts but leave loose.
24. Check for clearance between the header and the Starter cable terminal. Rotate the cable to the best position and dimple the header for additional clearance if necessary.
25. Once clearance is established tighten all the header bolts.
26. Reinstall the idler arm.
27. Install the Doug's power steering bracket P/N H7609 and the power steering ram.
28. If reusing the existing exhaust, cut the headpipes on both sides to suit and using the provided reducers weld the exhaust in place.
29. Connect the negative battery cable.

IMPORTANT CHECK LIST

- Be sure that all brake lines and fuel lines are clear of headers and/or connector pipes.
- All spark plug wires, battery cables, or other electrical components should be clear of headers and/or connector pipes.
- If dipstick tube was removed, make sure it is installed properly and that the dipstick has been replaced.
- Double-check the tightness of all bolts including brackets and accessories.

START THE ENGINE

Start the engine and allow it to warm up to operating temperature. Check for any unusual noises or exhaust leaks. If every thing is OK, stop the engine and tighten all bolts while the engine is still warm.

NOTE: Check the bolts periodically to make sure they have not loosened. Re-tighten after the first 500 miles and then again at 1000 miles

PARTS LIST

<u>Qty</u>	<u>Description</u>
1	Left side header
1	Right side header
2	Header gasket
2	Reducer gasket
32	Bolt, header, flanged, 3/8"-16 x 1"
38	Lock-washer, 3/8"
6	Hex head cap screw, 3/8"-16 x 1-1/4"
6	Nut, hex, 3/8"-16
2	Doug's Decals

 **WARNING:**

This product can expose you to chemicals including Lead, Nickel, Cadmium and Chromium which are known to the State of California to cause cancer and birth defects or other reproductive harm. For more information go to www.P65Warnings.ca.gov